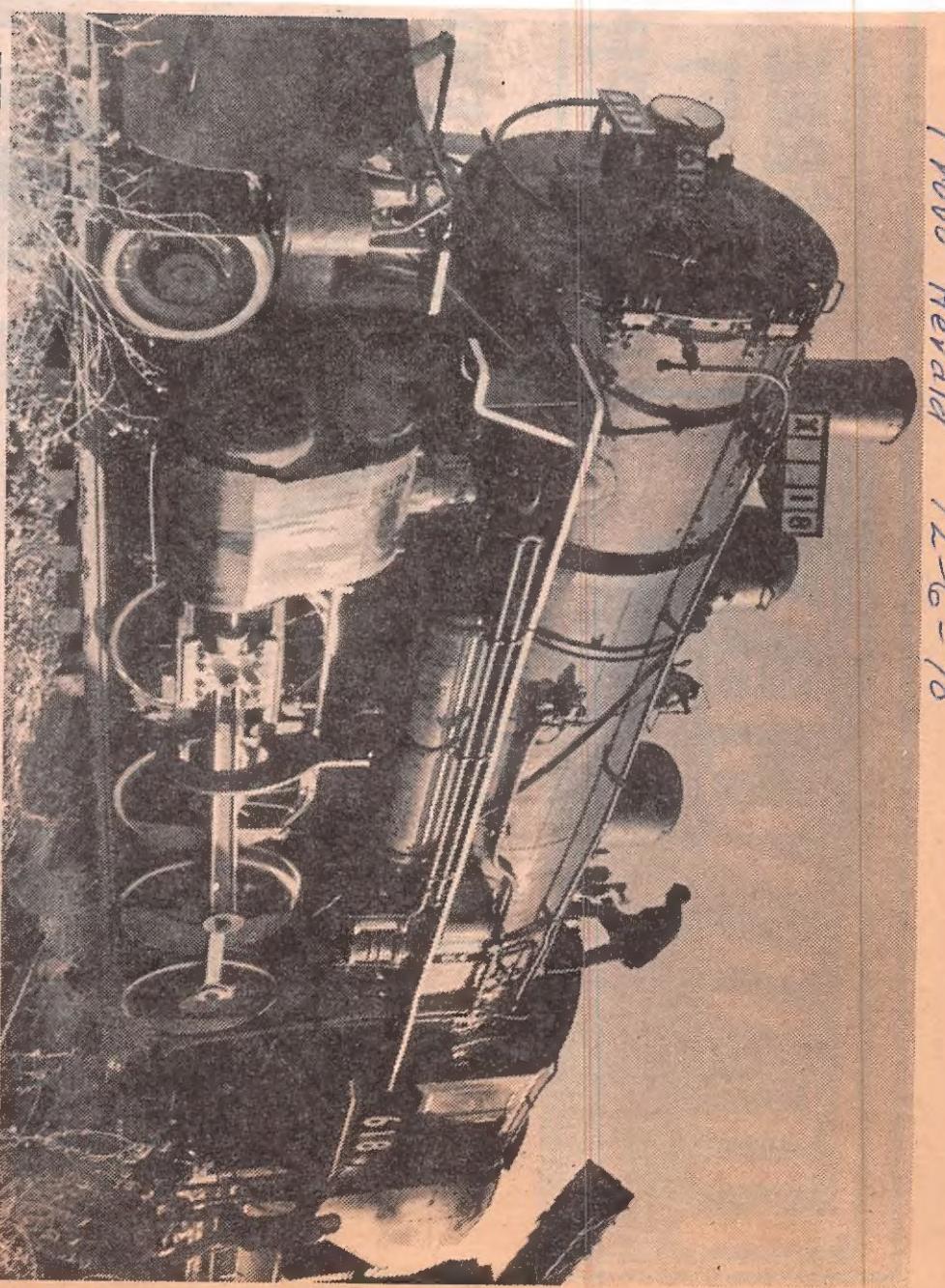


Provo Herald 12-6-70



PREPARING TO STEAM UP Provo Canyon and on to Heber is Engine 618, along with four passenger cars and a caboose, all part of the train scheduled to run between Heber and Wildwood as a scenic railroad. Diesel locomotives from the

Denver and Rio Grande Western Railroad moved the train to Hale by the Utah Power and Light Company plant at the mouth of the canyon Saturday, and the train was inspected prior to its being fired up Monday to make the rest of the trip.

Rio Grande to Invest \$11 Million

In Expanding Freight Car Fleet

The Denver & Rio Grande Western Railroad will invest over \$11 million in 1971 additions to its freight car fleet to maintain its place among the most modern and versatile in the U.S. railroad industry.

D&RGW officials said the year's acquisitions will total 615 cars of various types, designed

and equipped to meet the needs of today's shippers for higher capacity, maximum protection and fast delivery.

More than \$5 million will go into the leasing of 250 modern boxcars 50½ feet long, of 70-ton capacity, with extra wide doors and cushion underframes. Of these, 200 will have heavy-duty mechanical load restraining devices the 50 will have pneumatically operated devices, expandable and adjustable to hold firmly against loads of any size or configuration to prevent shifting in transit. Scientifically insulated, the cars will give all-weather protection to canned goods, wine, liquor, and other temperature-sensitive merchandise.

Another major order is for 250 open-top hopper cars for coal hauling, each of 3,483 cubic feet capacity and equipped for heavy duty.

Hopper Cars

For hauling grain, chemicals and other dry bulk products, Rio Grande will add 100 covered hopper cars equipped for three types of rapid unloading: straight gravity, gravity-and-vacuum, and vacuum-and-pressure system. With 4,740 cubic feet, these cars will have the largest cubic capacity in the D&RGW fleet.

Fifteen Airslide covered hoppers, with special hatches and outlets for loading and unloading, will be used exclusively for carrying bulk flour from Utah mills to Colorado processors.

C.R. Lennig, vice president-traffic, said the 1971 acquisitions will give the Rio Grande the most modern insulated boxcar fleet in the nation — 1,100 cars of which half will be under one and one-half years old, and the total averaging about four and one-half years. Counting the new equipment and allowing for retirement of older cars, the entire fleet in 1971 will number over 11,000 cars.

All of the new cars will come from the manufacturers painted the bright orange-yellow called by the railroad "Rio Grande gold."

Gas Company Completes New Oil Well

Mountail Fuel Supply Company has completed its fourth oil well in the past 12 months in the Cedar Rim-Sink Draw area of eastern Utah, it was announced Monday by M.M. Filar, president.

The newest completion is Sink Draw well No. 2 which flowed oil at the rate of 634 barrels a day during a 19-hour test over the weekend after permanent production facilities were installed. The test was made through a one-inch choke with a flowing tubing pressure of 100 pounds per square inch and a casing pressure of 525 psig.

Engine 618 Fires Up For Heber City Run

7 Dec 1970

By JAN PADFIELD
Deseret News Staff Writer

PROVO — "She has a tremendous appetite, but treat her right and she'll respond. She's in beautiful condition," said enthused railroad buffs, after firing up old Engine 618 for the initial run up Provo Canyon Sunday.

More than 7,000 people crowded around to admire the 106-ton giant — one of several steam locomotives that will take tourists on the tracks of the old "Heber Creeper," up Provo Canyon to Heber City.

The last leg of the trip to Heber City today will begin five miles up Provo Canyon where the State Road Commission has agreed to bare the track where the highway crosses over.

SOME APPETITE

"It's actually a clean - and - mend - the - track - as - we - go operation," members of

the Wasatch Railway Museum said.

"But that appetite! She'll use 10 tons of coal at \$15.50 a ton and 5,000 gallons of water on the initial run and that's spoon-feeding — or at least shovel feeding all the way," said engineer Charles Nielsen.

The boiler and tender hold 14,000 gallons of water and 18 tons of coal. Today they will be pulling four hospital cars and a caboose. The hospital cars will undergo cleaning in Heber City and will be used in winter to carry tourists.

SPECIAL RUN

Regular runs will be scheduled following a special run within a week carrying state and local dignitaries.

"Open-air cars will be used in summer and Engine 618 will be used as a standby with two other antique engines owned by Wasatch Railway Museum used mainly to pull the cars. They will be con-

verted to run on oil at a reduction in cost, air pollution and fire hazard," said Lowe Ashton, local businessman and president of Wasatch Mountain Railway Corporation, which finances the tourist venture.

BUILT IN 1907

Engine 618, built in 1907, is owned by the Promontory Chapter, National Historical Railway Society, Salt Lake City. The four hospital cars are owned by Golden Spike Empire, the advertising council of Box Elder, Weber, Davis and Morgan Counties.

"Kennebott Copper Corporation gave us 1,500 treated railroad ties and the amount of donated time by groups and individuals is unbelievable," Ashton said.

The tourist line will operate between Olmstead, near Bridal Veil Falls in Provo Canyon, and Heber City.

Utah Tuesday, December 8, 1970 — *Provo Herald*

Engine 618 Arrives in Heber, Welcomed by 1,000 Residents

By Connie Hansen

HEBER CITY — It was as if the bellowing steam whistle set off a signal in the early evening. "The train's coming," shouted the neighborhood children.

Household doors flew open and people lined the sidewalks. Traffic on the streets seemed to increase suddenly.

Looking down the tracks, one could see the gray-white clouds of billowing smoke rise in the dark sky. The shrill whistle now continually piercing the serenity of Heber Valley, brought forth more shouts from the crowd of more than 1,000 onlookers who had gathered to await the arrival of Engine 618 as it chugged around the last bend.

Headlights of the 50 vehicles that had followed the route every foot

of the way from Nunn's Crossing in Provo Canyon came streaming into the station. One more blast of the whistle and old number 618 had made it home amid the cheering of the spectators.

Volunteers of the Promontory Historical Society and members of the Wasatch Mountain Railway group were aboard the train. Chick Nelson, engineer of the train, and his father, who served as fireman, made a competent team in guiding the steam locomotive along its winding route.

"Observing their maneuvering, one must pay tribute to their professional skill," Lowe Ashton, president of the Wasatch Mountain Railway Development Co., said.

"We are overwhelmed by the response of the people of this state to our venture," Mr. Ashton continued.

The Wasatch Mountain Railway Development Co. has been laying plans for a mountain railway from Heber City to Wildwood in Provo Canyon for the past few months. The group obtained the engine, number 618, from the Wasatch Railway Historical Society. The train has been on display at the Utah State Fairgrounds since 1951.

The engine will now pull cars that will carry tourists to picturesque Provo Canyon along the line of a similar operation from Silverton to Durango, Colo.

A huge celebration is in the making with details to be announced at a later date.